
Citizen's Brochure

FOR THE

UNITED STATES AIR FORCE ACADEMY

AIR INSTALLATION COMPATIBLE USE ZONE STUDY



United States Air Force Academy,
Aardvark Auxiliary Airfield, and
Bullseye Auxiliary Airfield, Colorado



January 2005

What is AICUZ?

The Air Installation Compatible Use Zone (AICUZ) program concerns people, their comfort, safety and protection. This pamphlet briefly summarizes the 2003 United States Air Force Academy (USAFA) AICUZ Study - an extensive analysis of the effects of aircraft noise, accident potential and compatible land use and development upon present and future neighbors of the USAFA. The AICUZ program seeks a cooperative understanding and a reasonable solution to this intricate problem.

Is there a problem?

Military airfields attract development to immediate surrounding areas. In the absence of compatible land use controls, inappropriate uses may be made of properties near or adjacent to the installation causing eventual conflicts between flight operations and surrounding landowners. Because land close to USAFA is subject to aircraft noise and accident potential, certain types of development are not suitable.

What has been done?

The USAFA has attempted to be a good neighbor by restricting flying activities that could adversely affect its neighbors. For example, aircraft flying operations, which include practice approach and departure operations, are conducted during daylight hours only. Flight pattern altitudes and the runway approach angles have been adjusted over the

years in an effort to reduce noise impacts while maintaining safe operations. The base has demonstrated a spirit of cooperation by participating with surrounding communities in the area-wide planning process. Continued cooperation by the USAFA, local governments, and the local populace will further reduce the potential for land use conflicts. This action will help ensure that future land uses will be compatible and beneficial.

What are the benefits?

In addition to protecting the public safety and health, primary benefits include protecting the taxpayers' investment in national defense represented by the USAFA, and protecting economic benefits to the surrounding communities generated by base activities and employment. The USAFA's expenditures for salaries, contracts, construction, retirement pay, tuition, aid to schools, health insurance payments, and off-base accommodations for travelers enhance the local economy. In 2003, USAFA employed over 9,578 people with an annual payroll of over \$245 million. Through service and construction contracts, including primary and secondary employment and payrolls, a total of more than \$470 million enters the local

economy. While shrinking budgets challenge the leadership at the USAFA, the installation continues to be a strong partner in the economic future of the local communities.

Why AICUZ now?

El Paso County continues to experience growth. Land development in the vicinity of the base is ongoing. Modifications to flight operations at the USAFA have resulted in changes to the noise contours outlined in the 1999 AICUZ Study. Information provided in the 2003 AICUZ Study is intended to offer assistance to those planning the future of the USAFA's surrounding townships. By using the updated noise modeling program and information provided by base personnel, neighboring communities are better equipped to make land use decisions and adopt land use controls which are compatible with the USAFA, yet able to accommodate growth.

What does AICUZ mean to me?

AICUZ means protection of the public safety and health as well as protection of the USAFA's mission. The AICUZ itself is a composite of many factors: average noise levels, aircraft flight paths and altitudes, and accident potential. The contour map identifies the clear zone and accident potential zones, as well as the 65 and 70 decibels (dB) noise zones. The noise zones depict the average sound levels for a particular area using a Day-Night Average A-Weighted

Sound Level (DNL) system for describing the noise environment. The accompanying Land Use Compatibility Chart provides a quick reference of compatible land uses for the various noise and accident potential zones around military installations. Since the noise contours do not extend off USAFA property, we are only concerned with accident potential zone land use compatibilities. More detailed information can be found in the updated 2003 USAFA AICUZ Study.

How can I help?

Historically, the citizens of the City of Colorado Springs, Town of Monument, and El Paso County have worked with USAFA personnel in cooperative efforts to better serve the needs and desires of all parties concerned. We have collectively found solutions, which have maximized benefits to the local communities and the USAFA. If the future of the USAFA is to be as bright as its past, you, the citizens of the City of Colorado Springs, Town of Monument and El Paso County, need to participate in the solution of our mutual concerns. We request your careful and considered review of the recommendations contained in the 2003 USAFA AICUZ Study. In brief, these recommendations include:

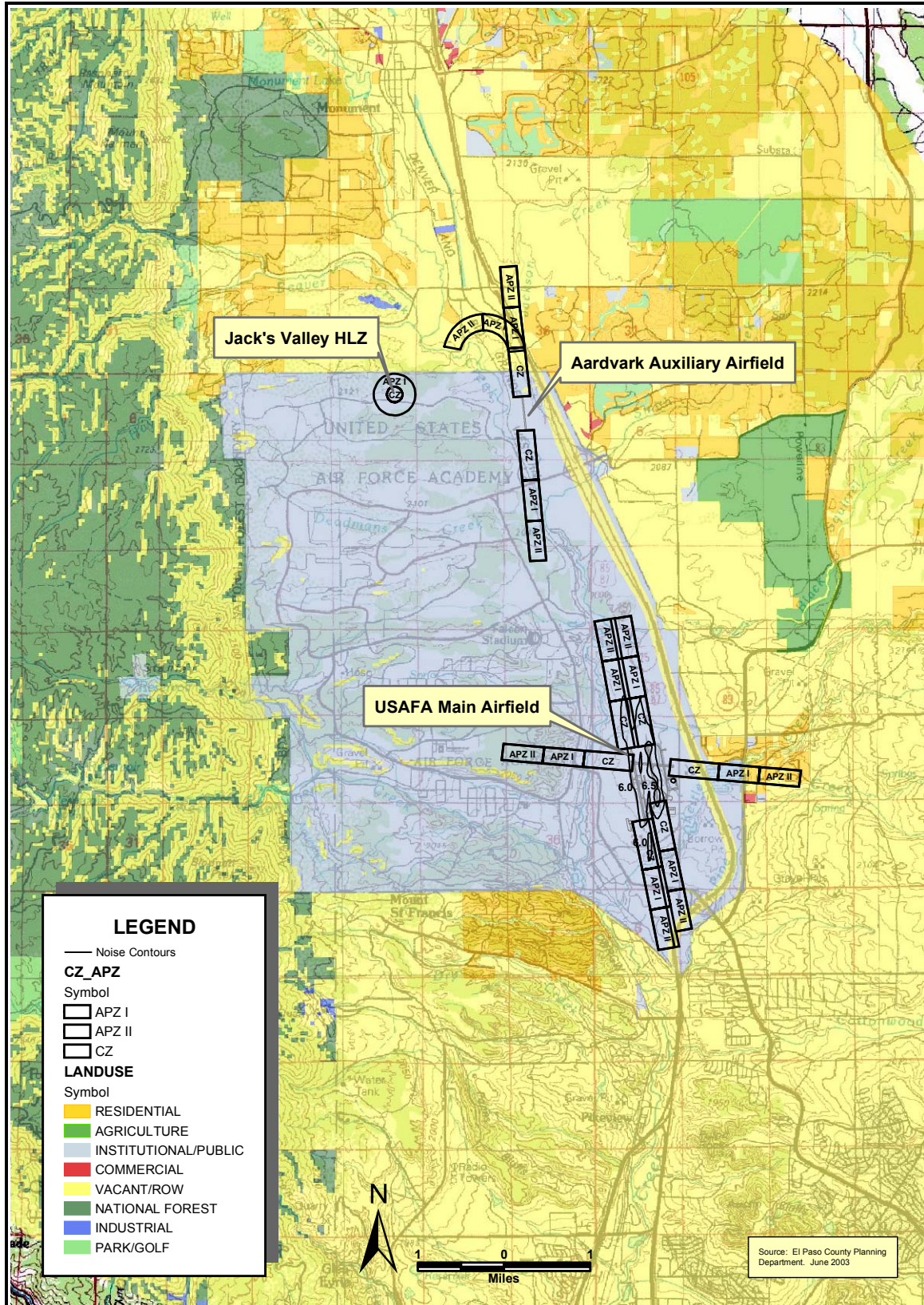
- (a) The AICUZ Study should be adopted as an official guideline for future planning.
- (b) Zoning ordinances for local communities should be adopted, or modified, to reflect the compatible land uses outlined in the USAFA AICUZ Study.
- (c) Final development plats should have notices identifying the potential of aircraft overflight
- (d) Fair disclosure ordinances should be enacted to specify disclosure to the public of those AICUZ items directly related to operations at the USAFA.
- (e) Height control of structures near flight paths should be regulated by incorporation into zoning ordinances.
- (f) Comprehensive plans should include the land use recommendations of the AICUZ Study.
- (g) Subdivision regulations should provide for rejection of new subdivisions or developments not compatible with AICUZ land use objectives and provide controls for continued development in existing subdivisions.
- (h) Building codes should be amended to require noise level reduction efforts for structures to be located in noise zones, where alternative locations are not an option.
- (i) Capital improvement programs should be carefully reviewed to discourage incompatible land use patterns, with particular emphasis on utility extension planning.

Who prepared the AICUZ study?

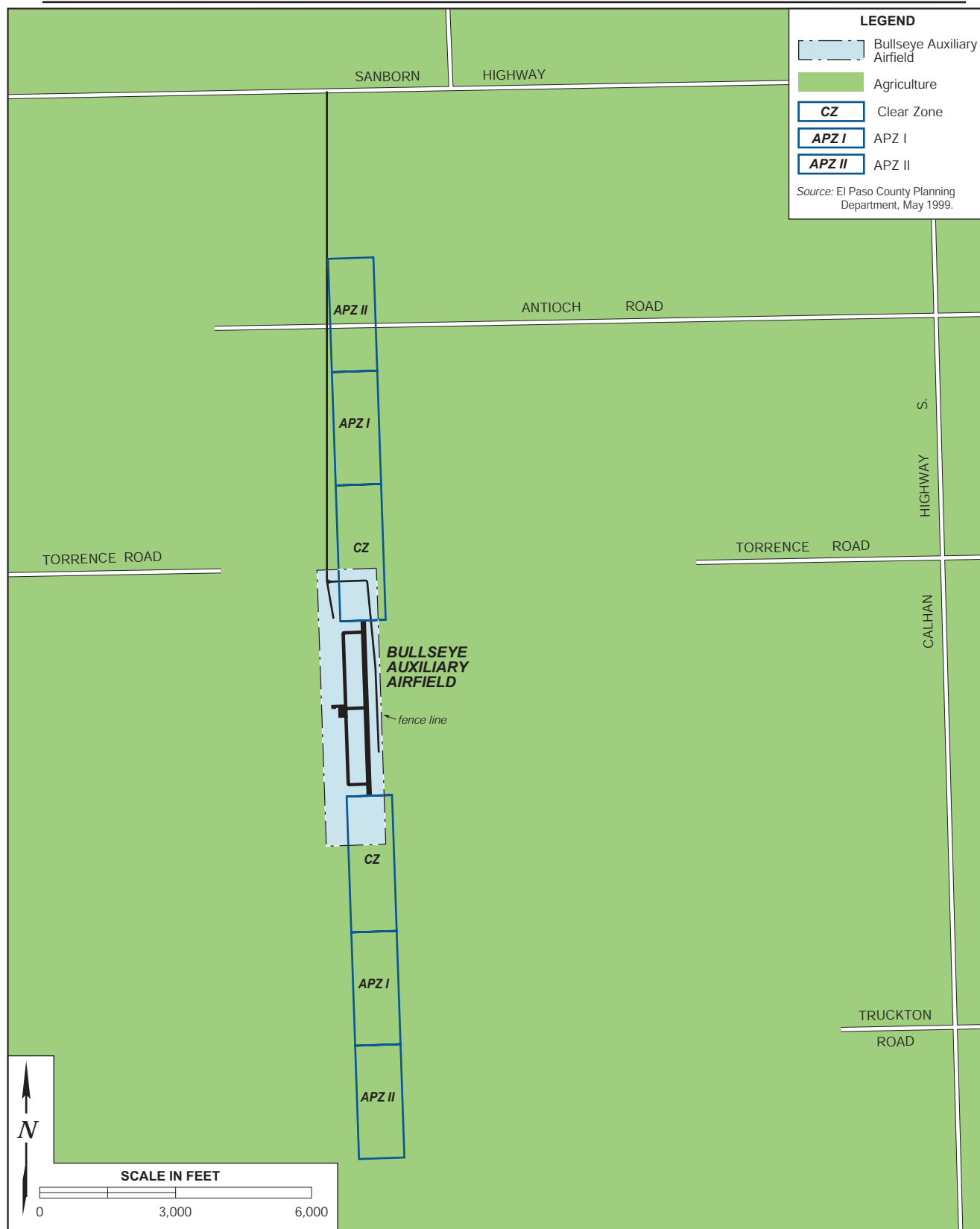
The AICUZ Study was developed by many concerned people at the USAFA. The complete AICUZ Study is available through the Public Affairs Office at the USAFA. Only the major points of the complete AICUZ Study are included in this pamphlet.

What are the compatibility guidelines?

The following table lists the compatibility of various land uses with accident potential zones. A more comprehensive summary of land use compatibility with respect to aircraft noise and accident potential is included as Table 3-1 of the complete 2003 USAFA AICUZ Study.



Generalized Existing Land Use in the Vicinity of the USAFA



Generalized Existing Land Use in the Vicinity of the Bullseye Auxiliary Airfield

Land Use/Accident Potential Zone Compatibility Guidelines

<i>Generalized Land Use</i>	<i>Clear Zone</i>	<i>APZ I</i>	<i>APZ II</i>
Residential	No	No	Yes ¹
Manufacturing	No	No ²	Yes
Transportation, communications and utilities	No ³	Yes ⁴	Yes
Trade, business, and offices	No	Yes ²	Yes
Shopping districts	No	Yes ²	Yes ²
Public and quasi-public services	No	No	Yes ⁵
Recreation	No	Yes ^{6,7,8}	Yes
Public Assembly	No	No	No
Agriculture and mining	No	Yes ⁹	Yes

1. Suggested maximum density of 1-2 dwelling units per acre, possibly increased under a Planned Unit Development where maximum lot coverage is less than 20 percent.
2. Within each land use category, uses exist where further deliberating by local authorities may be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible use in any accident potential zone (CZ, APZ I, or APZ II).
3. The placement of structures, buildings, or aboveground utility lines in the CZ is subject to severe restrictions. In a majority of the CZs, these items are prohibited. See Air Force Instruction 32-7060 and Air Force Joint Manual 32-8008 for specific guidance.
4. No passenger terminals and no major aboveground transmission lines in APZ I.
5. Low-intensity office uses only. Meeting places, auditoriums, etc. are not recommended.
6. Facilities must be low intensity.
7. Clubhouse not recommended.
8. Areas for gatherings of people are not recommended.
9. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.

AICUZ

For further information, contact:

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